AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A power train of a marine transport vessel comprising:

an engine having at least one output shaft;

at least one transmission connected to the at least one output shaft of the engine, the at least one transmission directly driving ~~comprising~~ a respective plurality of output shafts ~~capable of~~ at independent plurality of speed-ratios; and

a propeller connected to each output shaft of the transmission.

2. (Original) The power train of claim 1, wherein:

the at least one output shaft of the engine is provided as a plurality;

each of the at least one transmission is respectively connected to each of the plurality of output shafts of the engine; and

said each of the at least one transmission comprises a plurality of output shafts capable of independent speed-ratios.

3. (Original) The power train of claim 1, wherein:

the engine comprises a plurality of pistons for each cylinder;

the plurality of pistons for each cylinder reciprocate in a horizontally opposed manner; and

the plurality of pistons for each cylinder are separately connected to the output shafts of the engine.

4. (Original) The power train of claim 1, wherein the at least one transmission comprises:

first and second drive shafts rotating cooperatively with the output shaft of the engine;

at least one first drive gear and at least one second drive gear respectively formed on the first and second drive shafts; and

first and second multi-speed mechanisms respectively connected to the at least one first drive gear and the at least one second drive gear.

5. (Original) The power train of claim 4, wherein each of the first and second multi-speed mechanisms comprises a plurality of planetary gearsets, the plurality corresponding to a predetermined number of shift-speeds.

6. (Original) The power train of claim 5, wherein:

each of the planetary gearsets comprises a sun gear, a ring gear, and a carrier;

the ring gear is engaged with a corresponding drive gear among the first and second drive gears;

the sun gear is connected to the output shaft of the transmission; and

each of the first and second multi-speed mechanisms further comprises a brake for selectively stopping the carrier.

7. (Original) The power train of claim 5, wherein at least one planetary gearset in each of the first and second multi-speed mechanisms rotates in an opposite direction to at least one other planetary gearset in each multi-speed mechanism.

8. (Original) The power train of claim 6, wherein as many drive gears are provided as there are ring gears in the multi-speed mechanism such that each drive gear is engaged with a corresponding ring gear.

9. (Original) The power train of claim 2, wherein the plurality of output shafts of the engine comprise output shafts extending forward and rearward from the engine with respect to a vessel body.

10. (Original) The power train of claim 9, wherein the output shaft extending forward from the engine with respect to the vessel body is adjustable in its length.

11. (Original) The power train of claim 10, further comprising a front propeller connected to the output shaft extending forward from the engine with respect to the vessel,

wherein the front propeller is contained in a containing cavity inwardly formed at the

vessel body, and a cover is provided at a vessel body side end of the containing cavity.